

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

## REPORT

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SUPPLEMENT TO  
REPORT NO.

25X1

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a. Rerouting of the Blaumenthal-Schoenheide/East section of the Chemnitz-Adorf railroad line at an estimated cost of 60 million eastmarks. The project is required in connection with the construction of a reservoir near Zibensstock.<sup>1</sup>

25X1

b. Reconstruction of the second track on the Dresden/Neustadt-Neubohlen line at an estimated cost of 3.5 million eastmarks.<sup>2</sup>

2. [redacted] the bridge across the Oder River near Neu-  
ruednitz is scheduled to be reconstructed in 1953 at an estimated cost  
of 2.5 million eastmarks.<sup>3</sup>

25X1

3.

a. For technical reasons, the connecting curve near Brandenburg will not be completed by the end of this year.<sup>4</sup>

b. Because of a shortage of plates and skilled labor, the double-tracking of the Oder bridge near Kuesstrin will not be completed before May 1953. It was scheduled to be completed on 31 December 1952.<sup>5</sup>

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1. Comment. The railroad line sector to be rerouted is eight km long. 2  
The single-track Chemnitz-Aue-Adorf line is of importance for the industrial  
area of Saxony. The project was not included in the 1953 railroad construction  
program

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2. Comment. The railroad line between Dresden/Neustadt and Weinböhla is part of the Dresden-Crossen/Elsterwerda line. It is undetermined whether the remainder of this line, which is in the Cottbus railroad district, will also be double tracked.

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3. [ ] Comment. This bridge, which is officially designated Zaeckerick/  
Alt Ruednitz Bridge, was destroyed in February 1945. The bridge con-  
sisted of a section over the Oder River with four spans of 36.5 meters  
each, one span of 120 meters and one span of 64 meters, and thus had  
a length of 340 meters. An embankment 113 meters long joined this section  
with the eastern bridge section which consisted of nine spans of 36.5  
meters each. From a report of the East German railroad  
administration dated 24 July 1952 it was learned that only the 120 and  
the 64 meter spans of this bridge were destroyed. [ ]  
The bridge is crossed by a single-track branch line running from  
Wriezen to Targard via Jaedickendorf. This railroad line is of no  
importance with the present Oder-Neisse border. In East Germany, the  
line has been dismantled between Wriezen and the Oder River. As there  
is no economic need for the reconstruction of the railroad bridge  
concerned, its inclusion in the 1953 railroad construction program  
must have been ordered by the Russians for military reasons. The re-  
construction of this railroad bridge would ease the traffic on the Oder  
bridges at Stettin and Kuestrin. The bridge would become quite important  
if one of the latter two bridges should be destroyed. For photostat

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4. [ ] Comment. The Russians had demanded that this connecting curve be  
completed by 31 December 1952. [ ]

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5. [ ] Comment. Information on the shortage of construction materials  
required for the reconstruction of this bridge was transmitted previously.  
[ ]

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